

# The China Mail.

Established February, 1845.

12 APR 186

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號二月四日六十八年一千一英

HONGKONG, MONDAY, APRIL 12, 1886.

日九月初三年戊丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London — F. A. G. II & 12, Clement's Lane, Lombard Street, E. C. George Street & Co., 30, Cornhill, GORDON & GORGE, Ludgate Circus, E.C. BATES, HINDY & Co., 37, Walbrook, E.O. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS — AMBASSY PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK — ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND — GORDON & GOOR, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally — BROWN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c. — SAYLE & Co., Square, Singapore. O. HENSEN & Co., Manila.

CHINA — Macao, F. A. de Cruz, Suau, Quelch & Co., Amoy, Wilson, Nicholls & Co., Foochow, Hidde & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, Lane, Crawford & Co., and KELLY & Co.

## Banks.

### NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1. The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 11.

2. Sum less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,000 in any one year.

3. Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 6 per cent. per annum interest.

4. Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5. Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year about the beginning of January and beginning of July.

6. Correspondence as to the business of the Bank, if marked *On Hongkong Savings' Bank Business*, is forwarded free by the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.  
T. JACKSON,  
Chief Manager.

Hongkong, May 7, 1886. 764

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL..... £2,000,000

PAID-UP..... £2,000,000

REGISTERED OFFICE, 40, Threadneedle Street, London.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank advances Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS on the CHINESE BANK CORPORATION, in Liquidation, or the Balances of such Claims, purchased

1. An immediate Payment in Cash of not less than 90% for the whole Claim.

2. 41 100% Payment being made in Fully paid Scrip of the Corporation's 3% per cent. Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock Warrants of \$100 with Half-Yearly Interest Coupons attached, on the Scrip being made up to any even multiple of \$100.

3. HOLDERS OF THIS STOCK incur no liability whatever.

H. A. HERBERT,  
Manager,  
Hongkong Branch.

Hongkong, February 15, 1886. 914

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP..... £7,500,000

RESERVE FUND..... £4,500,000

RESERVE FOR EQUALISATION..... £500,000

RESERVE LIABILITY OF PRO-  
PRIETORS..... £7,500,000

COVEN OF DIRECTORS.

Chairman — E. M. Jackson, Esq.

Deputy Chairman — M. G. C. Esq.

O. D. BOTTOMLEY, Esq.

E. H. M. HUNTING-  
TON, Esq.

H. H. DALBYMPLE, Esq.

A. P. MORWEN, Esq.

H. H. HOPKINS, Esq.

H. H. HOPKINS, Esq.

CHIEF MANAGER.

Hongkong, Thomas Jackson, Esq.

MANAGER.

Shanghai, EWEN GAMPION, Esq.

LONDON BANKERS — London and County Bank.

HONGKONG — INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits —

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Debts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Hongkong, February 27, 1886. 402

## Notices of Firms.

### NOTICE.

DURING the Absence of the Under-signed, Mr. JOHN WALTER has been appointed ACTING CHIEF MANAGER of the Corporation.

By Order of the Board of Directors,

T. JACKSON,  
Chief Manager,  
Hongkong, March 30, 1886. 640

### NOTICE.

DURING the Absence of our Mr. C. D. BOTTOMLEY, Mr. THOMAS EDMUND DAVIES is authorized to sign our Firm per Procurator.

DOUGLAS LAPRAK & Co.,  
Hongkong, March 16, 1886. 640

### NOTICE.

I HAVE THIS DAY RE-ESTABLISHED myself in BUSINESS at this Port, under the Name of GEO. R. STEVENS & Co.

### GEO. R. STEVENS, Pedder's Street.

Hongkong, March 24, 1886. 604

### NOTICE.

M. HARRY ARNOLD WOOLNOUGH is appointed SECRETARY of the above-named Company and is authorized to sign for it in that Capacity.

### JNO. D. HUMPHREYS, General Manager.

Hongkong, April 3, 1886. 676

## Intimations.

CHAS. J. GAUPP & Co., Chromometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY & IMPAY CHARTS, NAUTICAL BOOKS.

ENGLISH, SILVER & ELECTRO-PLATED WARE, CHRISTOFLE & Co.'S ELECTRO-PLATED WARE, GOLD & SILVER JEWELLERY, in great variety.

DIA MONDS

A DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

JARDINE, MATHESON & Co.'S PIERS AND GODOWNS, WEST POINT.

THESE are now in Working Order, STEAMERS AND BERTHES at the Wharf, and CARGO RECEIVED AND STORED at Cheap Rates.

THE GODOWNS are two storied, dry, airy, and well suited for the Storage of SILK, COTTON and WOOLLEN PIECE GOODS, as well as GENERAL MERCHANDISE.

Advances made on Cargo stored.

For Rates and further Particulars, apply to the MANAGER, or to

JARDINE, MATHESON & Co., Hongkong, December 2, 1885. 202

HONGKONG STEAM BAKERY.

### NOTICE.

FROM 1st March the Price for FIRST QUALITY HOUSEHOLD BREAD will be Five Cents per Pound.

499 DORABJEE NOWROOZEE.

IN India, China, Japan and the Colonies.

THE Bank advances Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

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T. JACKSON,

Chief Manager.

Hongkong, February 27, 1886. 402

## Business Notices.

## SUMMER GOODS.

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### GENTLEMEN'S UNDER-SHIRTS and DRAWERS.

Fancy Thread and Cotton HALF-HOSE.

New Lawn Tennis JERSEYS.

Fancy Silk Tennis SHIRTS.

The Newest Cambrie SCARF and TIES.

Washing Silk Summer SCARFS.

### Men's Bathing DRAWERS and DRESSES.

## For Sale.

MacEWEN, FRICKEL & CO.  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL

HAVE FOR SALE  
THE FOLLOWING  
STORES.

—  
York HAMS.  
Roll BUTTER.  
Popcorn BUTTER.  
French BUTTER.  
Egg COCOA.

VAN HOUTEN'S COCOA.  
Picnic TONGUES.  
MACKEREL in 5lb Tins.  
RAISINS and CURRANTS.  
Crystallized FRUITS.

SAVORY & MOORE'S New Infant FOOD.  
BARNES & CO.'S JAMS.

Potted MEATS.  
PATE DE FOIE GRAS.

SWISS MILK.

BORDEN'S  
CONDENSED MILK.  
COOKING STOVES.

KEROSINE LAMPS.

## WINES, &amp;c.

GILBERT'S Sparkling SAUMUR, Pts. & Qu.  
SACCOONE'S MANZANILLA.

SACCOONE'S Old Invalid PORT.

Old Bourbon WHISKY.

BURKE'S Old Irish WHISKY.

Royal Glendore WHISKY.

MARSALA.

&c., &c., &c.

THE USUAL ASSORTMENT  
of  
OILMAN'S STORES,  
at the  
Lowest Possible Prices  
FOR CASH.

MacEWEN, FRICKEL & CO.  
Hongkong, February 10, 1886. 260

WASHING BOOKS.  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.

OTTO MATT, O.M.

To-day's Advertisements.

CHIARINI'S GRAND  
CIRCUS  
AND  
MENAGERIE  
OPEN

Every Night,  
AT 8 O'CLOCK,  
PERFORMANCE  
COMMENCING AT 9.

EXTRAORDINARY  
ANNOUNCEMENT!  
TONIGHT! TO-NIGHT!  
Monday, 12th April, 1886.

GRAND AND NOTABLE CHANGE  
OF PROGRAMME!  
NEW PERFORMERS,  
NEW SENSATIONS,  
NEW PERFORMING HORSES,  
NEW FEROCIOUS ANIMALS,  
NEW FARCES AND EXTRAVAGANZAS.

TREMENDOUS ATTRACTIONS!  
First time in China.

  
THE MAJESTIC AND FEROCIOUS AFRICAN LIONS, and the California Tamer, arm and arm in their Telescopic Cage or Iron Grotto, showing his dominating power over these Brutes.

Equestrian Folly. "La Jeu de la Rose," or "Blind Man's Buff." The Kiss and the Flowers, by several Ladies and one Gentleman.

THE GREAT MANGER AND HIGH LEAPING HORSE "MONTERORISTO," mounted à la Haute Ecole, by the fearless and elegant Australian Amazon, Miss Victoria BLANCHE, clearing Hurdles and Palisades with increasing velocity.

THE MAGNIFICENT CO. "BLACK PRINCE," in a Wonderful Act of Hippo training by his instructor, Signor CHIARINI, and the beautiful Indian Ponies and Ponies PEARL, introduced by Mr. F. SYLVESTER.

Atmospheric Scenes, Bareback Riding, Fox Hunting, Gymnastic and Acrobatic Sports, Humorous Extravaganzas, and Comic Vagaries, by the Mirth Provoking Clowns, &c., &c.

Remember this exhibition is a solid source of recreation and an innocent pastime for all classes of society.

ONE TICKET ADMITS ALL.

Entrance Seats at the HONGKONG HOTEL.  
L. MAYA,  
Secretary.

Hongkong, April 12, 1886. 734

## To-day's Advertisements.

THEATRE ROYAL,  
CITY HALL

Manager, NIEL O'BRIEN.  
Patron:

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT,

THE HON. W. H. MARSH, C.M.G.

LAST OF THE FAMOUS WEEK

LAST AND WEEK

LAST POPULAR. J WEEK

LAST

FOR FRIECE OR PASSAGE, APPLY TO

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, April 12, 1886. 732

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship

Master, Mr. J. H. STRATTON, will be

despatched for the above

Ports on WEDNESDAY, the 14th Inst., at

9 a.m.

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer

Phra Chom Kla, Capt. H. STRATTON, will

be despatched for the above Ports on WEDNESDAY, the 14th

Instant, at 10 a.m.

FOR FREIGHT OR PASSAGE, APPLY TO

YUEN FAT HONG,

Agents.

Hongkong, April 12, 1886. 733

TO-MORROW EVENING,

the 13th April, 1886.

THE GRAND FASHIONABLE

PERFORMANCE!

Under the Distinguished Patronage and in

the Presence of

HIS EXCELLENCY THE ADMINISTRATOR.

POSSIBLY THE LAST PRODUCTION OF

GOUNO'S IMMORTAL WORK,

'FAUST.'

'FAUST.'

Acknowledged by the Press and Public to

be the most complete Representation

ever seen in the East.

Last time of

Miss EVA DAVENPORT as MARGUERITE.

Last time of

Miss F. SEYMOUR as STEEL.

Last time of

Mr. EDWARD FARLEY as MEPHISTOPELE.

Last time of

Mr. W. W. WALSH as FAUST.

Last time of

Mr. C. H. GRACE as VALENTINE.

Last time of

"THE REGIMENTAL BAND in the CELEBRATED SOLDIERS' CHORUS."

Conductor, Signor M. A. VALENTA.

By kind permission of Colonel FOSTER and

Officers, the Band of the 53rd Regt.

will play appropriate Selections during

the evening.

Doors open at 8.30. Overture at 9 precisely.

Box Plan at KELLY & WALSH'S (LIMITED).

Hongkong, April 12, 1886. 734

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

(On Account of whom it may Concern),

At the Godowns of Messrs. TAM WHEONG SING & CO., Swatow, on

WEDNESDAY,

the 21st Instant, at (2) Two o'clock p.m.,—

About 5,000 Cases FISH OIL.

900 Tubs CAMPHOR.

1,500 Cases CAMPHOR OIL.

40 PEPPERMINT OIL.

100 ANTIMONY.

100 JAPANESE CURIOS.

All more or less damaged by Sea Water.

TERMS OF SALE.—Cash, weighed at 7.27

on the fall of the hammer, and all Lots

with all faults and errors of description

whatsoever, to be at Purchaser's risk and

expense, as soon as knocked down.

QUELCH & CO.,

Auctioneers.

Swatow, 10th April, 1886. 731

S.S. HAKON ADELSTEN.

NOTICE TO CONSIGNEES.

FROM ANTWERP AND HAMBURG.

THE S.S. HAKON ADELSTEN, Capt. OTTO

SENZEN, having arrived from the above

Ports, Consignees of Cargo are hereby re-

quested to send in their Bills of Lading to

the Undersigned for counter-signature, and to

take immediate delivery of their Goods from

alongside.

Carriage impeding the discharge of the

Steamer will be at once landed and stored at Consignees' risk and expense, and no

Fire Insurance will be effected.

Optional Cargo will be forwarded on to

SHANGHAI, unless notice to the contrary be given before Noon TO-DAY, the 12th Instant.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 19th Instant, or they will not be re-

cognized.

GILMAN & CO.,

Agents.

Hongkong, April 12, 1886. 735

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LIMITED.

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DOUGLAS LAPRAIK & CO.,

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in the vicinity, which absorb the moisture and drain off a portion of what formerly was available for the community. Whatever be the cause, when as is now the case about 50 yards of the reservoir is dry at the inner end, the community are faced with a serious danger for which a remedy cannot come too speedily.

The returns of the Collector of Stamp Revenue, published in the *Gazette*, show that \$30,085.76 was collected in the first quarter of 1886 as compared with \$40,330.07 in the corresponding quarter of 1885, showing a decrease of \$644.31. This was due to a large falling off in the revenue from Bills of Exchange and Promissory Notes, which amounted to \$4,459.01.

The following return of the average amount of bank notes in circulation and of specie in reserve in Hongkong, as certified by the managers of the respective Banks, are published in Saturday's *Gazette*—

Bank. Average in Circulation Reserve  
Chart. Bank of India, 1,000,000  
Chart. Bank of India, 279,931, 130,000  
Australia and China, 1,222,116, 600,000  
Hongkong & Shanghai Banking Corporation, 2,718,774, 1,400,000  
4,320,821, 2,130,000

The U. S. Minister is expected to visit Shanghai shortly. He is on a general tour for the purpose of inspecting the different Consulates.

H. E. Mr. Alba de Salcedo, Spanish Minister to Peking, accompanied by Madame Salcedo, will leave Shanghai for Europe by the Melbourne this week.

M. Coordon, French Chargé d'Affaires at Peking, is *L'Echo de Shanghai* learns, shortly to be nominated Minister Plenipotentiary.

*L'Echo de Shanghai* states that M. Coordon, Minister to France, will proceed to Korea during the ensuing month, to conclude a Treaty of commerce with that country.

The French Engineers and Naval Constructors under the direction of the Comptoir d'Économie are very comfortably installed at the Globe Hotel, Tientsin, and they will probably build a house for more permanent occupation, as they are bent on regular steamer operations.—*N. C. D. News*.

The wreck of the *Sequoia*, as she now lies near Shan Rock in ten fathoms of water, was sold by public auction at Shanghai on the 5th instant. It was knocked down to an enterprising Celestial for Tls. 25, the first and only bid. The steamer's crew in which the Captain and part of the crew saved themselves fetched Tls. 11.

It may interest the newspapers of the Far East, which were willing victims of the Norman Electric Company of Philadelphia, and of Messrs. Averill, Pemberton & Co., of Chatham Street, New York, to know that the prime movers in this swindle are now in custody, charged with defrauding the public by using the United States mails.—*Japan Mail*.

Mr. G. Jamieson, the British Consul at Kiukiang, has recently arrived at Shanghai to fill Mr. Mowat's position as Assistant Judge. Before his departure, from Kiukiang, the Chinese of that town, by whom he is held in great respect, presented him with a valuable "Thousand Name Umbrella." Mr. Jamieson at the same time being presented with a massive gold necklace and bangles, and his children also receiving gold bangles. The foreign residents also presented Mr. Jamieson with an address.

Saw the *N. C. D. News* of the 6th instant:—One of those malicious reports, of which we have had several lately, was spread in the Settlements on Saturday afternoon, that the *Tsui*, which left here the same day, had run into and sunk the *Tocan*. The rumour, we are glad to be able to state, is without foundation, and is known to have been originated, cut off, by some Chinese shipper, whose cargo had been shipped out from the *Tsui*.

His Excellency Yuen Tao-tai, the official in charge of Port Arthur, arrived at Taku on the 8th March from Tientsin, in the Viceregal steamer *Quemoy*, he inspected the Imperial Naval Yard, especially the steam dredger *Yen-tai*, and the hopper dredger built at the same yard; the sun-boat on the stocks and other vessels built there for service in Port Arthur. His Excellency left for the latter place on the same date in the gunboat *Hawking*.—*Shanghai Mercury*.

The *Tamsui* correspondent of the *Shanghai Mercury*, writing on the 1st instant, says—

There is every prospect of the opening of the Government Coal Mines at Keling in a short time; a mining engineer, Mr. Reid, arrived lately from Tientsin at Keling in connection with the working of the mines.

Our Harbour-master, Captain Hennan, has been transferred to Swatow; although we are sorry to lose him here, still we sincerely congratulate him on going to a larger port; his successor, Captain Malins, arrived here yesterday with family.

Lord Cairns of Garmoyne-Pertemus fame is presumably qualifying for his position as one of our hereditary legislators. We are told that "the great feature in the octet of Jeuets Cannes last week was the lifeboat of Lord Cairns' yacht the *Cecilia*, mounted on wheels and drawn by six white horses, and not by a single elephant," was originally intended. It was apparently decked with ten thousand white camellias, typified of youthful innocence, and imported specially from China at enormous expense. His Lordship and Mrs. Bertha Shepard were seated in the midst of this "loveliest magnificence, and when drawn along the line of procession with an assembly of flowers! When this young couple's education is completed, he will doubtless be thoroughly qualified to sit in a representative way

with questions affecting the welfare of the working-classes.

Tim Shuppo says that the *Futai* of Kwai-chow has memorialized the throne, that, on account of the Province of Kwai-chow being extremely mountainous, and its soil exceedingly barren, he may be permitted to depose a *Wu-yuen* for opening the copper, lead, coal, and iron mines in that Province, so that both the Government may be enriched, and the people may find employment. The Board of Revenue has been ordered to consult as to its expediency, and the request of the *Futai* will probably be granted.—*Shanghai Courier*.

The *N. C. D. News* of the 6th instant says:

The steamers have commenced to return from Newchwang, the *Cito* having put in an appearance here on Sunday and the *Chefoo* yesterday morning. The *Cito* left here on 19th February on a voyage to Nagasaki, Yokohama, Kobe, Nagasaki, Tientsin, Chefoo, Newchwang and back to Shanghai. She left Chefoo on the 25th March and arrived off the entrance of the Newchwang river on the 26th; there was no ice to be seen, but as she could not get a pilot, she did not proceed till the 28th. She crossed the Bar, the third vessel in, and left again for Shanghai on the 31st March. Off Shantehua, she had to anchor from 4 p.m. on Saturday to 6 a.m. on Sunday owing to dense fog. She left the *Toonan* which had been ashore on the Bar going up, at Newchwang. The *Cito* left Shanghai on 12th instant to Tientsin and then went across to ballast to Newchwang on the 17th, but when she got to within forty miles of Port *Haw*, she fell in with ice and turned back, arriving at Chefoo on the 20th. She left again on the 22nd and arrived off the entrance of the Newchwang river on the 24th, to be the first steamer at Newchwang this year. She was followed by the *Admiral*. The river was full of ice. She left again on 31st March, and was the first vessel to get away.

The Shanghai Public School, established by the freemasons of Shanghai, was opened on the 6th instant. The *N. C. D. News*, besides giving a report of the proceedings, says—The house has been thoroughly well adapted to all the purposes of a school, with well-fitted class rooms for boys and girls on the ground floor, and dormitories arranged to accommodate twelve boarders on the floor above.—At the back are separate play-grounds for boys and girls, which are to be fitted up with swings and gymnasium apparatus, while an out-house formerly used as a billiard-room makes a capital play-room for wet weather. The school starts with excellent prospects, nearly fifty children having been enrolled prior to the opening, while further applications for admission are daily received by the Council. The heads of all the different Masonic bodies in Shanghai had been invited to attend the opening ceremony, and all, or nearly all, were present either personally or by their representatives. As the visitors arrived they were hastened by the sound of the school-bell, which we learn is a gift of a member of the Council, calling the first youngster to the school. They were soon ushered into the large school-room, where a fair proportion of the children on the roll were already ranged at their desks. The chair was taken by R. W. Bro. Cornelius Thorne, P.D.G.M., and President of the School Council, who was supported by R. W. Bro. Donaldson (Vice-President) and W. Bro. W. Birt, J. M. Cory, M. H. Cook, and John Morris (Honorary Secretary), Members of the Council; Bro. J. L. Miller (District Grand Master of Northern China), W. Bro. R. D. Starkey, Middleton, L. Moore, and J. G. Thirkell, and Bro. G. van Corbach (30th) and G. Deighton-Bryant (Royal Order of Scotland). Letters had been received from W. Bro. Macgregor, Chairman of the Northern Lodge, and from the Chairman of the Municipal Council, expressing their regret at being unable to attend. R. W. Bro. G. H. D. P. D. G. M. of Japan, the first head master of the school, and Mrs. Dallas, the Lady Principal, were in charge of the children, and a few of the scholars' parents were also present. Addresses were delivered by Messrs. Thorne, Deighton-Bryant, Miller, and Dallas.

ADMIRAL HAMILTON'S VISIT TO BORNEO AND MANILA.

H. B. M.'s ironclad frigate *Audacious*, flagship of Rear-Admiral Sir Richard Hamilton, and the corvette *Sappho*, Captain Kinahan, arrived here from Borneo and Manila on Saturday evening. Leaving Singapore on the 13th March, Admiral Hamilton proceeded in the *Audacious*, accompanied by the *Sappho* and the gunboat *Merlin*, to Sarawak, on the North-West Coast of Borneo, touching first at Tanjor Poo, where about 100 Malays, leading datus and their followers, went on board the *Audacious* and their followers, went on board the *Audacious* and spent three or four hours examining the guns and exploring the crannies of the ship. The Nordenfeldt machine guns and quick-firing Hotchkiss guns were fired for the amusement and instruction of the visitors, some of whom evinced the most profound astonishment. From this the *Audacious* went to Labuan, also on the West coast of Borneo, where the dispatch boat *Vigilant*, with the Admiral's mail on board, joined them. The Admiral, with his staff, paid a visit to the Sultan of Brunei, at Brunei, in the Merlim, which anchored in the main street of the town in five fathoms of water. A visit was also paid to the famous poisonous Upas tree, which is used by the natives to bar their darts and for other deadly purposes. The Sultan wished to return the visit on board the *Merlin*, but the Admiral left immediately. Incidentally, it may be mentioned that the affairs of Brunei are in a most unsatisfactory state, and the country seems to be fast disintegrating in the fight between the British North Borneo Co. and Rajah Brooke. The *Vigilant* having taken her departure with the mail, from Labuan, the vessel made her way to Gaya, on the West Coast of British North Borneo, which was only taken over from Brunei about ten months ago by the North Borneo Co.

His Excellency Yuen Tao-tai, the official in charge of Port Arthur, arrived at Taku on the 8th March from Tientsin, in the Viceregal steamer *Quemoy*, he inspected the Imperial Naval Yard, especially the steam dredger *Yen-tai*, and the hopper dredger built at the same yard; the sun-boat on the stocks and other vessels built there for service in Port Arthur. His Excellency left for the latter place on the same date in the gunboat *Hawking*.

The *Tamsui* correspondent of the *Shanghai Mercury*, writing on the 1st instant, says—

There is every prospect of the opening of the Government Coal Mines at Keling in a short time; a mining engineer, Mr. Reid, arrived lately from Tientsin at Keling in connection with the working of the mines.

Our Harbour-master, Captain Hennan, has been transferred to Swatow; although we are sorry to lose him here, still we sincerely congratulate him on going to a larger port; his successor, Captain Malins, arrived here yesterday with family.

Lord Cairns of Garmoyne-Pertemus fame is presumably qualifying for his position as one of our hereditary legislators. We are told that "the great feature in the octet of Jeuets Cannes last week was the lifeboat of Lord Cairns' yacht the *Cecilia*, mounted on wheels and drawn by six white horses, and not by a single elephant," was originally intended. It was apparently decked with ten thousand white camellias, typified of youthful innocence, and imported specially from China at enormous expense. His Lordship and Mrs. Bertha Shepard were seated in the midst of this "loveliest magnificence, and when drawn along the line of procession with an assembly of flowers! When this young couple's education is completed, he will doubtless be thoroughly qualified to sit in a representative way

This place already shows a surplus in its revenue, and has very bright prospects. All taxes are paid very willingly by the inhabitants, who seem to enjoy the benefits of being under the Company's rule. They are industrious, hard working and thrifty. Among them are a number of Chinese potters. It is intended to move the Government establishment from its present situation to Keppel province, which seems to be well developed and grows large quantities of paddy. During the stay of the vessels, Mr. Dalrymple, the Assistant Surveyor General, organized and conducted a deer drive, in which fourteen guns from the squadron took part, but owing to the excessive but misguided zeal of one of the party, the drive proved fruitless, the deer being effectually driven out of range. Kudat was next visited, but nothing of moment happened there except that the *Merlin* parted company with the other two vessels, returning to Gaya to complete a survey begun there. She will proceed thence to Labuan, to do some further surveying in the Brunei river, at the Bar; thence she will go to Singapore to relieve the *Vigilant*. After a stay of 24 hours, the *Audacious* and *Sappho* left Kudat for Manila. It may be mentioned here that the German company recently promoted for the purpose of planting and growing tobacco on Banguey Island, is getting on well, that another company, the manager of which is a Dutchman who has had great experience in Sumatra, has started operations, and its prospects of success seem to be very good. The tobacco, too, is equally good with the bulk of that grown in Sumatra. A stay of two days was made by the Admiral at Manila, during which he called on the Governor-General of the Philippines, and sold a gift on board at which the Acting British Consul, Mr. Gollan, and Mrs. Gollan, and some of the leading British residents were present. The trip was an enjoyable one, and good weather was enjoyed all round. The navigating officers did a good deal of surveying in Borneo.

HONOURS TO GENERAL SHEPARD.

General Shepard, late U. S. Consul at Hankow, arrived here yesterday from Shanghai in the P. & O. Co. steamer *Hyades*, en route for America. According to the *Shanghai Mercury*, the General received a most enthusiastic "send off" from the residents of that place. The *Mercury* says:

The community of Hankow have not been so greatly moved by any event for years as by the removal of the Consul of General Shepard, U. S. Consul, who has held the position for more than nine years. His administration of office has been to the universal satisfaction of his countrymen of all grades; and merchants, masters of vessels and missionaries alike have praised him for the ready performance of service in their behalf. His social relations with all the good people were always of the most courteous and very general respect and attachment was given him. When it was announced that his successor was expected, their feelings were at once suited to actions and every one's thoughts were how to honour appropriately their departing friend. The American citizens projected an address to be given him and at once foreigners of all nationalities asked to be allowed to join in the testimonial. The matter was kept from the Consul until his departure was absolutely fixed, when he was invited to a banquet at Red Fox Lodge on the 24th instant. Twenty gentlemen sat down to table, presided over by Alex. Price, Esq., chairman, assisted by J. L. Brown, Esq., at the foot of the board. Dr. Beegh was selected as the spokesman for the community. And he rose during the banquet to state the object of the gathering, which was not only to meet their old friend once more at the social board, but to present to one whom they all honoured and loved some enduring token of their abiding esteem.

He did not believe any man ever left China with fewer enemies and he was sure none had secured more devoted friendship. As applause subsided after this a remarkable testimonial was placed upon the table. This was a solid silver frame of wrought bamboo plants three feet high by two feet wide, the four corners embossed with a curious Chinese device holding a bunch of bamboo leaves. Within the frame was a white satin frame, in the centre a smaller silver frame of exquisite workmanship, being entirely filled with wreaths of ivy leaves worked in pure gold thread; the centre frame holding the address, which was being opened, disclosed the signature, about seventy in number.—Every Hong Kong, British, American, Russian and German was represented by the heads of houses, very few foreign names were absent, except officials who were purposely excluded, except the gift was the popular expression of the people of Hong Kong.

The *Merlin* should take precautions to avoid the typhoon and observe the rules given in my notice of the 11th May 1885.

Sailing vessels if bound for western or southern ports should lose no time in starting, and may then expect more or less fine weather on the voyage. Steamers bound for the Philippine Islands should take precautions to avoid the typhoon and observe the rules given in my notice of the 11th May 1885.

Sailing vessels if bound for northern or eastern ports should lose no time in starting, and may then expect more or less fine weather on the voyage. Steamers bound for the Philippine Islands should take precautions to avoid the typhoon and observe the rules given in my notice of the 11th May 1885.

When the red cone is hoisted steamers should remain in port till the barometer begins to rise, and ships leaving the harbour run no risk from the typhoon, but if bound for northern or eastern ports they should remain in the harbour awaiting further information, as they may expect to encounter calms or contrary winds after starting, even if the breeze here is westerly at the time. The day after the drum being hoisted the information contained in the China Coast Register was represented by the heads of houses, very few foreign names were absent, except officials who were purposely excluded, except the gift was the popular expression of the people of Hong Kong.

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## THE LOSS OF THE CHINESE CORVETTE 'WONG HAL.'

The *Shanghai Mercury* of the 3rd instant contains the following account of the loss of the Chinese man-of-war, *Wong Hai*, in the vicinity of the Passes.

The *Wong Hai*, a Foochow built corvette, was one of the vessels ordered to accompany H. E. Jong Chung Sin, Viceroy of Pukin, on a recent tour of inspection to Fuzhou, the Viceroy himself; it will be remembered, taking passage in the Chinese transport *Mefoo*. The last named vessel and the *Wong Hai* left Amoy for the Pescadores on the 15th ultimo. There were several high mandarins on board the Chinese corvette, besides specie, amounting to Tls. 75,000. Shortly after leaving Amoy foggy weather was setting in; so Capt. Peterson of the *Mefoo* signalled to the commander of the *Wong Hai* to anchor. This was done. About an hour afterwards two merchant steamers were seen passing the *Mefoo*, the Viceroy, on noticing the ships, gave orders to heave up anchor and to proceed to the Pescadores. Both vessels then resumed their voyage. During the night the fog became thicker; the *Mefoo* had to slow down, and on the following morning, when it cleared up, those on board the transports could see nothing of the corvette. The *Mefoo* arrived in Makung Harbour (Pescadores) about 8 a.m. on the 18th. On account of the non-arrival of the *Wong Hai*, the Viceroy had to remain on board the transport. On the following day he disembarked, and reviewed the troops on the Pescadores. About noon that day (17th) a boat belonging to the corvette *Wong Hai* arrived in Makung, bringing news of the stranding of the corvette, at 9 o'clock that day. The weather was said to have been quite clear when the accident happened, and the man-of-war was going at the rate of eleven miles an hour. The place she struck is known on the charts as the North Rock. The *Mefoo* received orders to proceed at once to the scene of the accident, and arrived there about 1 p.m. on the same day. The ill-fated vessel was found almost high and dry, cradled by steep rocks. Fortunately the weather was very fine when the accident happened, else judging by the position of the vessel, she would have broken up to atoms instantly, and no doubt, great loss of life would have attended the wreck.

Captain Peterson, accompanied by the second officer, went on board the *Wong Hai* and transhipped all the specie to the *Mefoo*. An attempt was made, as soon as the flood set in, to tow off the man-of-war, but to no purpose. The transport then anchored a cable length from the wreck. About midnight there was an exodus of all the crew of the *Wong Hai*; they came on board the *Mefoo*, stating that the corvette was completely water-logged, and that it was not safe to remain any longer on her. By break of day, the first officer of the transport was sent on board the wreck, to report upon its condition. He returned, bringing the news that there was but very little water in the ship. The crew were then ordered to return to their vessel, which they did. About 10 a.m. another attempt was made to tow off the corvette, but to no avail. By noon the *Mefoo* left the North Rock, and steamed back to Makung, to await further orders. The Viceroy gave Capt. Peterson full powers to act according to his best judgment in the matter, promising \$3,000 to the crew of his ship, in case they were successful in saving off the *Wong Hai*. The *Mefoo* arrived the same evening at the wreck, and another attempt was made to tow it off, and although all the coal had been jettisoned from the *Wong Hai*, it was found impossible to move her an inch. During the night the crew left the corvette again, coming on board the *Mefoo*, and again the vessel was no longer safe. On the following morning (19th) it was found that the water had considerably risen in the wreck, extinguishing the fires, which hitherto had been kept alight; a fresh breeze sprung up, the vessel took a bad list to starboard, and as it was thought no longer safe to remain on board, all the crew, the Captain of the corvette included, with the exception of a quartermaster and a seaman, and the second officer of the *Mefoo*, left the man-of-war. The last named officer, in order to keep the vessel on a more even keel, then set to work and cut away the fore and main mast. This had the desired effect; the wreck righted, and the crew was once more transferred on board; an attempt was made to light the fires, but the water soon rose to such a height, that it had to be given up. Once more the *Mefoo* tried to pull the vessel into deep water, but again she was unsuccessful.

All hands then set to work removing all the valuables from the wreck on board the transport. About 2 p.m. a strong northerly wind set in, which made further communication with the man-of-war impossible. The *Mefoo* left the scene of the accident shortly afterwards, and it was already noticed that the ill-fated vessel was fast breaking up. The *Mefoo* arrived in Makung the same evening.

The *Wong Hai* was a new vessel, she was put in commission about eight months ago. Her dimensions were length 200 feet, beam 23 feet, displacement 1,200 tons. Her H. P. was 750, she was able to steam twenty miles an hour, and is said to have cost Tls. 300,000.

## Intimations.

## DENTISTRY.

## FIRST CLASS WORKMANSHIP.

## MODERATE FEES.

MR. WONG TAI-FONG,  
Successor to Dr. Rogers,  
(Formerly Assistant to Dr. Rogers.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers, No. 2, DUDDELL STREET.

## CONSULTATION FREE.

Discount to missionaries and families.  
Sole Address:  
2, DUDDELL STREET,  
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

## NOTICE.

FOR the Convenience of Customers, the Productions of the CHINA SUGAR REFINING COMPANY, LIMITED, can henceforward be obtained by RETAIL, FOR CASH, at No. 3, FIVE STARZ, at the same time as we are for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th April, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,  
Agent.

Hongkong, July 27, 1885. 1262

SAILOR'S HOME.

ANY Copy of CHRONO, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1885.

## INSURANCES.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

## SINGAPORE INSURANCE COMPANY, LIMITED.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & CO., Agents.

Hongkong, July 1885. 1239

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies issued at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 25, 1882. 496

## LANCASHIRE INSURANCE COMPANY.

COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

It is required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to

ARNHOLD, KARBERG & CO., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

NOTICE.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods up to 1 per cent, not premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1881. 938

## THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 855

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

RUNS DAILY AS A FERRY BOAT between Pedder's Wharf and Tsin-Tau-Tai on the following hours.—This Time Table will take effect from the 20th October, 1880.

WEED DAYS.

SUNDAYS.

6.15 A.M. 6.15 A.M. 7.15 A.M.

5.00 " 8.00 " 8.00 "

5.50 " 9.00 " 9.00 "

4.40 " 10.15 " 10.15 "

10.45 " 12.30 P.M. 12.30 P.M.

1.30 " 2.30 " 2.00 "

2.20 " 3.30 " 3.00 "

3.30 " 4.45 " 4.00 "

4.15 " 4.30 " 4.50 "

4.50 " 5.10 " 5.25 "

5.25 " 6.40 " 6.15 "

6.15 " 6.40 " 7.00 "

\* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of street of weather, due notice will be given of any stoppage.

Mails.

NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 20th of April 1885, at noon, the Company's S.S. MELBOURNE, Commandant de LA MARCHE, with MAURIS, PAULIN, SPECIE, and GARGO, will leave this Port for the above places.

Cargo, Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th April, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, April 7, 1885. 710

## Mails.

CHINA MAIL.

CHINA MAIL.